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The Daily Press.

HONGKONG, JANUARY 4TH, 1910.

WHEN the late Prince Iro, on the eve of his
departure for Harbin, disavowed the
suggestions in the Japanese Press that his
mission was a political one of much importance,
the disavowal was regarded as ironical
and very diplomatic. We now observe that
the Times correspondent at St. Petersburg
commenting on the persistence of the mis-
chievous rumours in Russia of impending
complications between Russia and
Japan in the Far East, remarks that mis-
leading reports concerning the Prince's
mission probably helped to prepare the
ground for the sensational stories which are
being so freely canvassed in Russia. Everybody,
he says, imagined that
Prince Iro went to Harbin to negotiate, and
naturally expected that the negotiations
would be resumed after his untimely death.
But the correspondent says he is in a
position to state "on the highest authority"
that Prince Iro did not go to Harbin on a
diplomatic mission. His visit to Harbin
was an act of courtesy to the Russian Minister
and was essentially a demonstration of the
friendly feelings of Japan towards
Russia. During the quarter of an hour
spent by Prince Iro and M. Kokovtsev in
a railway carriage the Japanese statesman
clearly explained this to be the object of his
journey, and invited M. Kokovtsev to
visit Japan. The ensuing tragedy, while it
upset the plans for a Russian visit to Japan,
has led to no change whatever in the attitude
of Japan and Russia towards one another."The *Nosoye Vremya*, the organ of the
Russian Government, has been demonstrating
ever since the absurdity of the rumours
of an impending conflict which, however, are
still being circulated with astonishing industry
"to the unbounded satisfaction of
Bourse manipulators." Reports that Japan is
placing large orders for war material in
Germany and England are adduced by
sensation-mongers as positive evidence of
impending hostilities, and the *Times* Correspondent
remarks that prominent organs like the
Reich, the *Russkoye Slovo*, the *Golos*, and
the *Bourse Gazette*, which bestow spasmodic
attention upon foreign affairs, regale their
readers with alarmist tales of Japan's war
preparations, supplementing them with gossip
about differences of Far Eastern policy between
M. Isayevsky, the Foreign Minister, M.
Kokovtsev, Minister of Finance, and
M. Sverdlov, Minister of War.All the correspondents of the London
Press stationed in St. Petersburg agree
in stating that relations between the
Japanese and Russian Governments are
perfectly normal and friendly, and while
they see in the fact that the Duma has been
engaged upon the war estimates some excuse
for the manifestation of Chauvinistic tendencies
on the part of the military authorities in
Eastern Siberia, who are personally
desirous of larger local disbursements, they
note that the campaign has, further, the
design of once more diverting Russia's attention
from Europe and preventing closer
relations with Japan, which, according to the *Times* correspondent, is what
sober opinion in both countries desire.
Certainly there is no Chauvinistic tendency
manifested in the Japanese Press, and it is
only from St. Petersburg that we get any
news at all of the alleged impending complications.
What all the trouble is about
is not clearly stated, and the only idea
we get from reading the reports is that since
the war Japan has pursued an active policy
while Russia has done nothing in the Far
East, and, according to the Russians who
return from the Far East to St. Petersburg,
the results of this divergency of attitude are
now making themselves plain, and evidently
inspire the belief that Japan sooner or later
will encroach upon the Russian sphere.
Evidently the Russian Foreign Minister
finds it no easy task to dissipate the latter's
apprehensions, especially as the War Minister
is anxious to share them. The result of
the last week has been well maintained and
prices have ruled higher. China exchange
rates keep so close to the parity of silver that
operations on account of China have been done
both ways. At the higher level of prices now
obtained China is more inclined to sell, but on
the least drop it buys. The stock in London is
reduced to moderate dimensions, little more
than sufficient to provide for "bear" covering
the dates fall due. Buying orders continue
to come from the Continent and practically
monopolize the market, which is supplied from
ordinary channels alone, for the steadiness of
the price deters speculators from selling.Discussing the currency question with the
members of the Waiwpa the other day
Prince Tsai Tsai said that the confusing variety
of coins and notes in circulation in China is
largely due to the importation of foreign money,
and that to have a uniform currency foreign
money must be first kept out of the country.
H. E. Liang Tzu-yan replied that two years
ago his predecessor Yuan Shih-kai and Sir
Robert Hart were drawing up a scheme and the
matter was dropped owing to the latter's
departure for England, and suggested that it be
brought up again when he comes back, as he
is now subject to some days ago, viz., that
there is nothing whatever in the general
situation to justify the anticipation of
any serious friction between Japan and
Russia which may lead to hostilities. There
is certainly no disposition shown on the
part of Japan to create a quarrel; on
the contrary, she has substantial reasons
for desiring to avoid one.H. M. S. *Kent* has returned to the Colony with
a new crew, having recommissioned at Colombo.
Yesterday saw a gradual return to business
in the Colony. The holiday spirit was, however,
prevailing.Two quartermasters on the *Rubi* have been
fined pesos 500 each for importing opium into
the Philippines.Rizal Day was observed on December 30th,
the Filipino hero being commemorated in Manila
by processions and sports.Mr. R. B. Hurry, Mrs. Eac., the new organist
at Holy Trinity Cathedral, Shanghai, arrived in
the northern port on Christmas Day.The King's equator-empowering Mr. J.
M. Macedo to act as Consul of Peru at Hong-
kong has received His Majesty's signature.Sixteen natives, who were charged before Mr.
J. R. Wood at the Magistracy yesterday with
gambling at 20, D'Aguilar Street, were fined \$4
each.The Bishop of Victoria and Mrs. Lander ask
us to announce that they will be "at home" at
their residence, 75, Mount Kellet Road, the Peak,
each Thursday during this month.The Rev. H. O. Spink is the leader of the
discussion on "The Church Universal" at the
third meeting in connection with the universal
week of prayer to be held at St. Paul's College
this evening.William New, a Chinese student who went to
England to continue his studies after a course at
St. John's University, Jessfield, has been
appointed a Demonstrator of Anatomy at
Cambridge.Mr. D. P. Ricketts, formerly district
engineer, has been appointed Engineer-in-Chief
of the Imperial Chinese Railways, in succession
to Mr. C. W. Kinder, C.M.G., who recently
resigned.Mr. P. G. McDonnell, member of the Municipal
Board of Manila, was to leave last week
for Hongkong with the object of arranging for
the visit of one or more polo teams to the
Carnival.A native who was arrested at Ho Kui Kok
for being in unlawful possession of a quantity
of prepared opium was ordered by Mr. J. R.
Wood at the Magistracy yesterday to pay a fine
of \$120, or to go to goal for two months.As the time is rapidly approaching for sending
another mission to enquire after the welfare
of the Chinese in the South Pacific Islands, the
Board of Agriculture, Industry and Commerce
and the Waiwpa are reported to be looking
about for a suitable official to lead the mission.The President of the Board of Posts and
Communications and Sir Robert Bredon have
decided that all postmen in the Peking Postal
district shall go about their duty on bicycles
from the 1st of January, 1910, and one hundred
machines have been ordered for the purpose.A Chinese sapper from Wellington Barracks
was charged before Mr. E. R. Halifax at the
Magistracy yesterday with being in unlawful
possession of a quantity of brass filings. The
charge was proved and the defendant was
ordered to pay a fine of \$25, the alternative
being one month's imprisonment.The Chinese Consul at Singapore has tele-
graphed to the Waiwpa reporting that a
number of revolutionaries are sending arms
and ammunition to Amoy, Swatow and
Tungshan and that the anti-dynastic party
leader Chen Keh and many of his followers
intend to raise a rebellion in Amoy and Tung-
shan. On receipt of the telegram the Board
instructed the Tao-tai of Amoy to take the
necessary precautionary steps.Apparently the ladies of the Colony have not
so far made a satisfactory response to the appeal
made by the Rev. T. F. Johnson, the hon-
secretary of the St. John's Ambulance Association
for the names of those wishing to attend
the coming lecture course. The series of
lectures on "Home Nursing" commence on
Friday at St. Paul's College and the lectures on
"First Aid" at the Victoria Hospital on the
following Tuesday afternoon. A card just issued
by the hon. secretary intimates that the
continuance of these lectures must depend on the
number of ladies who attend, and it is desired
that names should be sent in to the hon.
secretary without delay.Discussing the currency question with the
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TELEGRAMS.

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DAILY PRESS."]

AN ELLERMAN LINER SUNK.

COLLISION IN THE IRISH CHANNEL.

LONDON, January 3rd.

The steamer "Ayrshire" collided
with the Ellerman liner "Arcadian"
in the Irish Channel in a dense fog.The "Arcadian" sank, and thirteen
lives were lost.[The *Ayrshire* is a steamer of 4,824 tons net,
owned by Mr. D'Arcy M. Dawes, of London,
and was built in 1903.]THE BRITISH ELECTION
CAMPAIGN.MR. LLOYD GEORGE AND THE HOUSE
OF LORDS.

LONDON, January 3rd.

Mr. Lloyd George, Chancellor of the
Exchequer, speaking at Reading,
said the Government had allocated
eighteen millions for social reform, but
the people were unable to benefit till
they swept the irresponsible hereditary
obstruction out of existence.

IRISH UNIONISTS AND HOME RULE

The Irish Unionists have issued a
manifesto appealing to the electors of Great Britain to disregard other
issues and aver Home Rule which is
the avowed forerunner of separation,
and would thus be a standing menace
from both naval and military stand-
points. The Union, it is urged, is
the only security for the millions of
money Great Britain is lending for
land purchase.THE POLITICAL CRISIS IN
GREECE.

LONDON, January 3rd.

An Athens telegram states that the
negotiations of the *partito* to the
Interior, and the abolition of
Consulates abroad, with the exception of
that at Constantinople.THE CHINESE NAVAL
COMMISSION.

LONDON, January 3rd.

The Chinese Naval Commissioners
have arrived in Vienna.They were conveyed to the quarters
assigned for them in Court carriages
escorted by a guard of honour.THE WAYS OF THE CHINESE
SERVANT.A Chinese cook who has been employed at the
Yau-tai Police Station for about five years was
charged before Mr. E. R. Halifax at the Magis-
tracy yesterday with leaving his employment
without giving the requisite notice. The
defendant asked for and was granted leave to
visit a sick cousin at Kowloon. Instead of
proceeding to the home of the invalid, however,
he accepted another and more lucrative appoint-
ment. This came to the knowledge of the
police, and a warrant was issued for his arrest.
But before it was executed Sergeant Macdonald
received the following letter:-"Sir, I am very sorry to say that formerly I
asked for four days' leave for my home, but now it
is fortnight. At present I am looking for
job. I thank you very much for looking after my
service. Hoping you are getting on well.
Yours servtly, AN FCN."Ah Fim was busy preparing a New Year's
day dinner at his new place when a policeman
tapped him on the shoulder and asked for the
pleasure of his company to the Police Station.
The deserter, as previously stated, was charged
at the Magistracy yesterday, when Sergeant
Macdonald asked his Worship to deal leniently
with him, as he had been a good servant. His
Worship imposed a fine of \$5, the alternative
being seven days' imprisonment.

THE TEA DUTY IN ENGLAND.

In answer to an inquiry, Mr. Rowland Alston,
Chairman of the Committee of the Tea Buyers
Association, stated on the 9th ult. that as the
result of recent negotiations in the London tea
trade, an absolute unanimity of opinion has
been reached with the result that not a single
pound of tea has left the London warehouses or
docks upon which a deposit of \$5 per lb. in lieu
of duty has not been paid. Not only has the
entire London trade come into line, but a de-
posit has been paid on the few thousand pounds
of tea which had left the control of the Customs
under guarantee, since Saturday last.Upon inquiry at the Custom House, confirmation
of the latter statement was received.

LOCAL SPORT.

CRICKET.

H. H. C. & UNITED SERVICES.

The two days' match between these teams
concluded yesterday, the Services winning by
six wickets and three runs. There was a large
attendance to witness the game, and the pleasure
of the afternoon was enhanced by the cordial
reception accorded those who attended the "At
Home" given by Vice-Admiral the Hon. Sir Hed-
ward Lambton, Major-General R. G. Broadwood
and the officers of the United Services. The
Rajput Band was in attendance, and enlivened
the proceedings with pleasing selections of music.The day proved an auspicious one for the
United Services team, for besides winning the
big match comfortably, they had a scratch
match which followed, well in hand, and would
probably have scored a second victory if time
had permitted.When stumps were drawn on the opening day
of the principal match, after each team had
concluded

SHIPPING NOTES.

Our ambitious allies in Japan (remarque a London contemporary) are not content that the steamship line with which they girdle the earth shall loiter in the race. Accordingly the Nippon Yusen Kaisha makes the interesting announcement that, commencing with the New Year, its European service is to be completely remodelled. The majority of the older steamers will be withdrawn, and six powerful new twin-screw vessels, each of 8,500 tons gross register, substituted. The fine modern vessels have already performed a voyage or two during this year as extra vessels, and have become exceedingly popular with passengers and shipper. Their accommodation is of a character in keeping with the ever-increasing demands of the ocean voyager, while the virtualing is of the highest class. A further new departure will be a call at Marseilles every fourteen days, instead of monthly as at present. The speed will be increased, and the voyage from London to Kobe reduced to forty-five days as against forty-seven days as formerly, and this notwithstanding the call at Marseilles. Some of the older vessels withdrawn from the regular service will be utilised as extra steamers, according to requirements.

To the satisfaction felt in London with the *Ikhona* awards, says the Marine Insurance Correspondent of the *Times*, is added the hope that progress may be now expected in those other cases which are at various stages, summarized below, of settlement. The principal claims with which the market is now concerned are those connected with the Danish steamer *Princesse Marie* and the British steamers *Knight Commander* and *Hip Sang* and also the *Oldmania* and *St. Kilda*. The claim for the *Princesse Marie* amounts to £97,960, which includes £79,448 as the value of the steamer. At the beginning of March, 1908, the Libau Prize Court condemned the ship and cargo on the basis that more than 50 per cent. (seven-tenths) of the weight of the cargo consisted of articles considered to be contraband of war. Early in April last the Supreme Prize Court reversed the decision of the Libau Prize Court with regard to the steamer and decided that the owners should be recompensed for the loss. The Court also reversed the decision of the Libau Court concerning the cargo and decided that the part consisting of contraband of war (detailed in the judgment) should be condemned, but that the owners of the innocent cargo should be recompensed. The case has to go back to the Libau Court for the assessment of amounts.

In the case of the *Knight Commander* it appears that the Supreme Court decided against the owners of the steamer and against the cargo as more than 50 per cent. was considered to be contraband. A case is to be argued to endeavour to obtain compensation for the part of the cargo which was considered innocent. This case will go before the Libau Prize Court, and if successful there it will pass to the Supreme Court, which decides the action, and, if in favour, returns it to the Libau Court for judgment. The date of the hearing of the case before the Libau Prize Court has not yet been fixed.

Underwriters interested in the *Hip Sang* and also the *Oldmania* and *St. Kilda* are referred to Sir Edward Grey's replies to questions in the House of Commons on February 22, July 8, and September 21 last. The Russian Government informed his Majesty's Ambassador at St. Petersburg in May that the evidence of an important witness on their behalf at Vladivostok was still outstanding, but that the case of the *Hip Sang* was otherwise completed for hearing by the Supreme Prize Court. His Majesty's Government had repeatedly pressed that the hearing should be accelerated. Except in certain unimportant details affecting the cargo the Supreme Court practically upheld the finding of the lower Court, which condemned both *Oldmania* and her cargo, while leave had been granted to the appellants by the Supreme Prize Court to recover losses incurred by the detention of the *St. Kilda* and her cargo. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. Sir E. Grey explained that both these cases involved questions of principle, which would be carefully considered when the full terms of the findings were received.

It is announced that the steamers of the Orient Steam Navigation Company will after February cease to call at Plymouth on the outward voyage from London to the Australian colonies. The change is understood to be rendered necessary by the new mail contract with the Australian Government under which the service is expedited.

The floating dock to be stationed at Portsmouth, for which the contract has been secured by Messrs. Cammell, Laird, and Co., will be 700ft. broad, and will have a lifting capacity of about 40,000 tons. It will be able to accommodate a vessel up to 42ft. draught. The dock is to be delivered in 18 months from the date of contract. It is understood that Messrs. Swan, Richardson, and Co., of Newcastle-on-Tyne, are to build a similar dock for the Medway.

Captain John Pritchard, commander of the *Mauritania* and Commodore since January last of the Cunard fleet, has tendered his resignation, but as yet no date has been fixed for his retirement. Captain Pritchard started his career 5 years ago at the age of 13, as a boy cook on board a sailing vessel at 12s a month. Having gained his master's certificate he saved sufficient to become part owner of an eight hundred ton sailing brig, of which he was master, and in which he made many voyages,

MR. HARRIMAN'S FORTUNE.

WIDOW'S GENEROSITY.

"One reason why American millionaires are usually so popular," says one of the leading New York organs of public opinion, "is because they give bounteously during their lifetime to the cause of education, religion, and philanthropy, and after their death their widow frequently devote themselves to the public welfare by constituting themselves stewards of their husbands' possessions, and dispensing them mainly for the benefit of the poor."

The case of Mrs. Harriman, the widow of the Railway King, is cited in support of this argument, because, also, like the widow of the late Russell Sage, she has opened an office in New York and called counsellors to her side to discuss plans for the control of her vast property, and to see incidentally that the money spent in philanthropy is well spent.

This determination of America's richest woman is applauded universally as developing "a real American ideal" and a last memorial to her famous husband. Mrs. Harriman on the 8th ult. spent her first day as a New York business woman, charged with the management of the vast estate of the late financier. No woman of the present generation has ever taken over the control of such large and complex affairs, for no other man of this generation burdened himself so extensively in the active development of varied interests as did Mr. Harriman.

Three or four days every week Mrs. Harriman will be at her desk in a private office in New York, which she leased last October. "The estate of E. H. Harriman," is the sign that appears on the directory board of the building. On office days Mrs. Harriman will leave her home at Arden and travel by a train that reaches New York between 10.30 and eleven o'clock.

It is understood that the widow of the railway king will devote the first three or four days of the week to business, in order that she may enjoy the week-end at home, and that only on rare occasions, when her business affairs prove pressing, will she remain overnight in the city.

SIAM'S OLDEST TREATY.

In Kay Larsen's *de Dansk-Ostindiske Koloniers Historie (Trækobør)* mention is made, says the *Bangkok Times*, of a Treaty between Denmark and Siam in the reign of Christian IV. No record of such a treaty existed in Siam, and in the work of other foreign writers no mention is made, that Denmark played at that time, with regard to trade transactions an important part in Siam. The statements made in Larson's book were so definite, however, that the Government addressed a letter to the Keeper of the Archives in Copenhagen, and owing to the assistance of Etsitsaad Anderson, the Consul-General for Siam there, the National Library has now received photographs of the papers to which reference has been made. They may be described as a license to trade without let and hindrance and a confirmation of the friendship existing between Siam and Denmark. The license itself is dated from Tancarim in the *Pi Rata trim Sot*, which would fix the date to the Chula era 993 (1621), which is the same as given by Larsen. It is conveyed in a letter from the Governor-General of Tancarim, and letters of his subordinates, to the Government of Denmark, giving license to trade for a vessel which had just arrived. The gist of the papers admits of no doubt, but some questions of a graphic character must be solved before the document can be published, in a satisfactory way. The "treaty" it may be inaccurate and clumsy documents showing an official intercourse between Siam and foreign nations. A Portuguese treaty has not yet been traced. The Dutch treaties were made at a later date, although Siamese ambassadors visited Holland already in 1610.

In transmitting these papers together with the photographic plates to the National Library Consul-General Anderson courteously wrote:

"I would appreciate very much, if the Vaj-ranapha National Library would kindly accept the papers as a gift in token of the vivid interest I take in everything having reference to the relations of Siam with my own country."

The Library has thus acquired an exceedingly valuable and interesting historical document.

THE DEFENCES OF VLADIVOSTOK.

It is rumoured in St. Petersburg that M. Kokovtsoff has brought back a very gloomy report of the state of affairs in several departments as the result of his recent visit of inspection to Vladivostok. Thus, he found that the Ministry of Marine asked for the same grant of money as it received for use at Vladivostok before the war with Japan, although it has no Navy to maintain at that naval base now. At the same time, all the official and Government buildings at Vladivostok are falling rapidly into decay, although vast sums of money are granted every year for their upkeep. Every Government department is engaged in a lawsuit with the other departments, and the Town Council is at loggerheads with every Government official.

There is one exception to the fault that has been found by the Minister of Finance. Strange to say, M. Kokovtsoff finds no fault with the work that has been done by the Ministry of War, although he acknowledges that large sums of money are required still for fortifying Vladivostok, and he has given an assurance that if the money is granted by the Government all the work that has to be done shall be done by Russian troops, and that if the troops now in the Far East are not enough in numbers, other troops shall be drafted to Vladivostok.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 3rd at 12.5 p.m.—The barometer has risen considerably over S. Japan and the Looches, and a moderate rise has taken place also over Laxson.

Pressure is giving way again over China. It is highest over S. China and the Eastern Sea. The depression is still shown over the Pacific.

The N.E. and E. monsoon will moderate in the Formosa Channel, but continues to blow strongly over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

N.E. and E. Hongkong & Neighbourhood winds, fresh, fine.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lantau Same as No. 1.

South coast of China between Hongkong and Hainan... Same as No. 1.

Hongkong and Hainan... Same as No. 1.

TARIFF REFORM POLICY.

IMPORTANT STATEMENT.

Following is an extract from an article in the *Birmingham Daily Post* to which allusion was made in a Reuter's telegram last month:

"We think it desirable that we should state as plainly as possible the broad outlines of the scheme which we believe will be adopted by the Cabinet should the Unionist party be returned to power next month."

"It is proposed to establish a general tariff, placing duties on practically all goods which are not deemed to be raw material, with the object first of raising revenue; secondly, of giving the turn of the market to the home producer when in competition with a foreign rival; thirdly, of making preferential agreements with the Colonies; fourthly, of securing better terms of entry into foreign countries which now exclude us by prohibitive duties; and finally, of giving such encouragement to home production that the evils of unemployment will be substantially mitigated."

"The tariff is to be of the simplest possible form, and is not to be protective in the sense in which that word is understood in Germany or the United States. There is no intention, we believe, of having multifarious rates which close open the door for Parliamentary intrigue or lobbying. There will be three rates of duty only, giving an average of about 10 per cent. The plan which we believe to be at present favoured is to allow raw materials to come in free, to place a duty of 5 per cent. on goods on which little labour has been spent, 10 per cent. on goods more nearly approaching the finished state, and 15 per cent. on completely manufactured articles."

"There will be no variations from this scale, unless some very exceptional case can be proved. The work of classification will be greatly simplified. Each article will almost naturally fall into its proper class, and even when there is doubt no great difficulty can arise."

"Corn, according to present views, is to be liable to a duty of 2s. a quarter when coming from a foreign country. The chief object of this duty, of course, is to make it possible to give a valuable preference to the Colonies—Canada and Australia in particular. Mr. Chamberlain proposed to remit the whole of the duty to the Colonies. There is, however, a possibility of this arrangement being modified by asking the Colonies to agree to a substantial preference which will not free them from the whole of the duty. The chief aim of any modification would, of course, be to increase the revenue, and at the same time to lend some encouragement to wheat-growing at home. Flour will have to pay a higher duty, in consideration of the fact that it has had labour spent upon it, and to the very desirable end of promoting the grinding of corn in this country."

"Such important money out of the Exchequer will be made available for the furnishing of Solomon's Temple Redivivus."

"Persistent rumours are afoot, and have been for several months, of a plan to rebuild the Temple of Solomon at Jerusalem, and inquiries are continually reaching the Holy City on the same subject. It is said, observes the *Graphic*, that the suggestion comes from Boston; that it is to be undertaken by the Freemasons of the world; and that a company is being incorporated to take the matter in hand. Along with this it is known that an English Masonic lodge, whose membership includes well-known names in high political circles, proposes to fit up a lodge-room, furnished and decorated on Oriental style, in Jerusalem, and a Jerusalem firm has been approached as to the furnishing.

FORTUNE FOUND IN A CUPBOARD.

A strange story of hidden treasure was told by the relaying officer at the meeting of the Mappleton Guardsmen last month. Mr. Peter Hastic of Parkhill-road, Haverstock Hill, died on November 22, at the age of eighty-one, and after his death valuable sums and money were discovered in all sorts of strange places in his house. Fifty spade guineas were found in an old bag and £12,000 in Consol scrip was discovered in the corner of an cupboard. The guardsmen were recently asked to take charge of Mr. Hastic, and send him to an asylum, but the doctors who were called in differed about the state of his mind, and the guardians thereupon declined to act.

"The chairman explained that Mr. Hastic was a great friend of the relaying habits. He died about a month ago, and both were formerly in the corn trade."

MR. LLOYD GEORGE IN TEARS.

The Chancellor wept during a speech at Carnarvon on the afternoon of the 9th inst., not it should be explained, says a London paper, for the unfortunate people who have to pay his confiscatory Budget taxes, but because his emotional compatriots cheered him so much. Mr. Lloyd George, who sits for Carnarvon Burghs, was telling of the invitation he had received to contest Cardiff. "After all," he said, "I would rather remain here." At this there was a great outburst of cheering. Some one called out, "Three cheers for Lloyd George!" and there was another outburst. Then Mr. Lloyd George began again. "I have an attachment for the burghs," he said, and faltered. There was a pause, and he began to weep his hands freely. "It is greater than I can say," he began again. Then, to the amazement of his audience, he sat down abruptly and began to cry. This ended the meeting.

UNPLEASANT ASSOCIATIONS.

So the notorious Impasse Ronsin is, in name, at any rate, to pass peacefully away, and give place, probably, to a sleek Rue de — or Avenue — which coming generation will not connect with the Steinheil affair. More than one instance could be recalled of a street in this country which has, as it were, a particularly ghastly crime in this fashion. Occa-

sionally the identity of a house is hidden in the same way. Lovers of the gruesome, for instance, would search in vain for the number of a house at which a remarkable crime occurred not long ago in London. They would find instead a high-sounding name. When Palmer, the poisoner, had been satisfactorily hanged, the people of Bagley, which he had honoured as the scene of his operations, sent a deputation to Lord Palmerston to ask for permission to change the name of their town. "Certainly, change it," said Lord Palmerston, "and I'll suggest a new name myself. Call it Palmerston."

TIME'S TYRANNY.

A somewhat educated gentleman, who by some strange error of destiny had been wafted into the dock at Clerkenwell Police Court, made a very just and proper appeal. Counsel had referred to an Act of George III., wherein the prisoner demanded indigently, "Am I going to be tried under an Act hundred years old?" He had heard, he said, that "you can be hanged for that under those old Acts."

The magistrate came to his rescue, mentioning that there was a later Act passed seventy years ago. But the prisoner was not satisfied—we should think not, indeed!—that the very *litis causa* he inquired.

"I want to be tried up-to-date," he said.

The C.P.C. sir, *Empress of China* arrived at Kobe at 9 a.m. on the 2nd inst., and left again at noon same day for Shanghai, where she is due to arrive at 4 p.m. to-morrow.

The I.G.M. sir, *Goden*, which left here on the 29th ult. at noon, arrived at Singapore on the 2nd instant, at 9 a.m.

The I.G.M. sir, *Derfingher*, which left here on the 31st ult. at 9 a.m., arrived at Shanghai on the 3rd inst. at 6 a.m.

The *Prins Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 15th ultime, left Colombo on the 2nd instant a.m., and may be expected here on or about the 13th inst.

The P. & O. sir, *Nyassa* is expected to arrive at Penang on the 5th instant, at noon.

The forecast for the 24 hours ending at noon to-day is as follows:

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Isabel Maru* (European Line) left Singapore on the 31st ultime, and is expected here on the 5th instant.

The Shire Line str. *Carnarvonshire* left Singapore for Hongkong on the 2nd instant, and may be expected here on or about the 9th instant.

The *Prins Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 15th ultime, left Colombo on the 2nd instant a.m., and may be expected here on or about the 13th inst.

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NOTES AND NEWS.

AMERICAN FOOTBALL.

The authorities controlling football in the United States are seemingly about to take decisive action. The Universities of Georgetown and Virginia have already prohibited the game as far as they are concerned, and the Commissioners of the district of Columbia are contemplating a similar step. British footballers will be chiefly interested to know whether the Americans, in place of their own game, will adopt Rugby or Association rules, or both.

ANCIENT AND MODERN.

A contemporary relates a bank cashier's experience with a lady who presented her husband's cheque for payment, and on being requested to endorse it brought it back to the counter with the legend, "Your loving wife, Edith." This recalls, quoting from memory, the *Spectator's* translation of a distich of Ennius of an absent-minded lover:

"He wrote to his father,
Concluding with the line,
Dearest Nain, I am, ever thine."

CARUSO'S ROMANCE.

Caruso, the tenor of the golden voice, is about to marry again. One day in Milan he saw a Sicilian girl, and fell in love with her. She is nineteen years of age, and extremely good looking. Not long ago, when Caruso was in Berlin, the girl and her father made a flying trip to the Prussian capital in order to see him there. Some of Caruso's musical friends regard the engagement with consternation, as the tenor has repeatedly declared of late that he is sick of the operatic and concert stages, and wishes to retire. His one ambition now is to return to his native land and lead the life of a country gentleman.

MR. GEORGE ALEXANDER'S NURSE.

Writing in the "Police Christmas Annual," Mr. George Alexander says: "At an old Scotch nurse in my family was much shocked when I ran away from home and became an actor, thinking that the stage and everything connected with it was tinged with fire and brimstone.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C.

5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, For ACCOUNT OF THE CONCERNED; On WEDNESDAY, the 5th January, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A FINE ASSORTMENT OF HIGH CLASS GOODS.

Comprising:

WHITE WITNEY BLANKETS, TRAVELLING RUGS, BLEACHED SHEETING, DAMASK TABLE CLOTH and SERVIETTES, LACE CURTAINS, LADIES' and GENT'S HANDKERCHIEFS, IRISH HAND-EMBROIDERED PILLOW CASES, BEDSPREADS, TOP-SHEETS, FINE TURKISH TOWELS, BATH TOWEL QUILTS, TEA PANTRY, KITCHEN and GLASS CLOTHS, LADIES' and GENT'S DRESS LENGTHS, CARPETS, &c., &c.

ALSO A Few Lots of FANCY JEWELRY.

Terms—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th January, 1910. [127]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADBEN, SUEZ and PORT SAID. (Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship.

"PERSIA."

Captain Giurgevich, will be despatched as above on WEDNESDAY, the 26th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Princes Buildings, Hongkong, 4th January, 1910. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"ARRATON APCAR," having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 3rd January, 1910. [122]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles:

The Liao Lin Incident.

The Polar Controversy.

The American Capitalist in China.

An Unscrupulous Diplomatic Campaign.

Japan and Manchuria.

Eastern History in 1909.

Hongkong's Trade.

Random Reflections.

Hongkong News.

Christmas Celebrations.

New Year Celebrations.

Fire at Tsai Mui.

Gambling in Canton.

Canton News.

Macao Notes.

Company Meeting:

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The China Light and Power Co., Ltd.

Robbing Mail Buses.

Local and District Events, 1909.

Trade Review, 1909.

Supreme Court.

A Serious Naval Incident.

Balito Public School.

Freemasonry.

The Depression in Japan.

Tropical Debility.

Far Eastern Telegrams.

Japan's Bulion Imports.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 4th January, 1910.

IN PREPARATION.

THE DIRECTORY AND CHRONICLE

FOR 1910

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

NOTICES OF FIRMS

NOTICE

M. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from This Date.

NOTICE

We have This Day Authorized Mr. G. BINDER to Sign our Firm, FERD. BORNEMANN & Co., Hongkong, 1st January, 1910. [112]

NOTICE

We have Authorized Mr. HAKON A. SCHLUETER and Mr. WOLDEMAR WEDEKIND to Sign our Firm for Procurators.

NOTICE

REUTEK BRÖCKELMANN & Co., Hongkong, Canton, 1st January, 1910. [113]

NOTICE

We have Authorized Mr. HAKON A. SCHLUETER and Mr. WOLDEMAR WEDEKIND to Sign our Firm for Procurators.

NOTICE

THE LIVEPOOL and LONDON and GLOBE INSURANCE COMPANY.

NOTICE

THE Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NOTICE

W.M. MEYERINK & Co., Hongkong, 1st January, 1910. [119]

NOTICE

THE Interest and Responsibility of Mr. C. KOCH in our Firm CEASED on his death, on the 12th of September last.

NOTICE

Mr. C. BOGGE having retired from our Firm, his Interest and Responsibility Ceased on the Same Date.

Mr. A. W. SNOWMAN having taken over the Business with all assets and liabilities, will continue same under the same Style as from above Date.

NOTICE

LAMKE & ROGGE, Hongkong, 1st January, 1910. [115]

NOTICE

THE Interest and Responsibility of the Undersigned in the Firm of MAC'EWEN, FRICKEL & Co., CEASED on 31st day of October, 1909.

NOTICE

A. FINDLAY SMITH, Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MAC'EWEN, FRICKEL & Co., from 31st day of October, 1909.

NOTICE

MR. VOLLBRECHT is admitted a Partner in our Firm from This Date.

NOTICE

MAC'EWEN, FRICKEL & Co., Hongkong, 1st January, 1910. [117]

NOTICE

Left our Employ, CEASES to Sign per Procurators from This Date.

NOTICE

F. BLACKHEAD & Co., Hongkong, 1st January, 1910. [118]

NOTICE

THE Public are hereby informed that on and after the 3rd day of January, 1910, the Business known as YAU KEE (present owner KWOK CHU), of No. 30, Lyndhurst Terrace, together with the goodwill, will be taken over by HON HING CHUNG, who will not be responsible for any Debts or Loans of money contracted in connection with the said Business prior to that date.

NOTICE

HOH HING CHEUNG, Hongkong, 31st December, 1909. [1579]

NOTICE

NOTICE IS HEREBY GIVEN that the Partnership hereunto subsisting between us, the Undersigned A. W. PURNELL and C. S. PAGET, carrying on the Business of Architects and Civil Engineers at Canton in the Empire of China under the Style or Firm of PURNELL and PAGET, will on the 31st (thirty-first) day of December, 1909 (one thousand one hundred and nine), be Dissolved by mutual consent. All debts due to or owing by the Firm will be received and paid by the Undersigned C. S. PAGET, by whom the Business will in future be carried on.

Dated this 28th day of December, 1909.

NOTICE

ARTHUR WILLIAM PURNELL, CHARLES SOUDERS PAGET.

NOTICE

CHARGEURS REUNIS, P. LAPICQUE & Co., Agents.

NOTICE

MESSAGERS MARITIMES, P. THOMAS, Agent.

NOTICE

Hongkong, 31st December, 1909. [1578]

NOTICE

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

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Supreme Court.

A Serious Naval Incident.

Balito Public School.

Freemasonry.

The Depression in Japan.

Tropical Debility.

Far Eastern Telegrams.

Japan's Bulion Imports.

Commercial.

NAPIER JOHNSTONES.
"SQUARE BOTTLE"
WHISKY.

BENAYE OF
THE SAME DAY AS IN 1745.
150 YEARS.
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

AUCTION



THE Undersigned have received instructions from the Honourable The Director of Public Works, to sell by Public Auction, On THURSDAY

the 6th January, 1910, at 11 A.M., at The Public Works Department Stores,

Wanchai, Praya East.

SUNDAY OLD AND CONDEMNED STORES,

Comprising—

OLD IRON WIRE, IRON GRATINGS, a large quantity of S. W. PIPING, ONE STAMP MACHINE, OLD IRON, STEEL RAILS, BRASS STOP COCKS, OLD WHITE METAL, &c., &c.

Terms:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 29th December, 1909. [105]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG, at 26, 37 and 37.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
SIEMSSSEN & Co.
Hongkong, 6th March, 1907. [33]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

A. TACK & CO.
26, DES VŒUX ROAD, CENTRAL.

KODAKS & FILMS
DEVELOPING & PRINTING
UNDERTAKEN.

Hongkong, 15th December, 1909. [12]

GRIMAUT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

108-2

TROPICAL DEBILITY.

HOW TO FIGHT IT.

Of all the evils which the inhabitant of the torrid zone is called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ills so rife in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness, may life itself, hangs in the balance.

When exhausted Nature fails readily to respond to the extraordinary demands made upon the system by the exigencies of climate. Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivaled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casein or "curd," the nitrogenous principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casein, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients, and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. H. W. HART, Hapur Remount Depot, Babugarh, United Provinces, India, writes:—

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it, regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. R. NAYLOR, Bangalore, South India, writes:—

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity. "I have found it unequalled by any other food when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of plague, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this fatal disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician."

And Dr. E. F. BOWERS, Bhaptishi, P.O. Bengal and N. W. T. London, Bhagnipore, India, writes:—

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), but was utterly prostrated. That woman, I consider, owes her life to Sanatogen."

A physician has written a remarkable treatise entitled "How to Keep Well in Tropical Climates," a copy of which will be forwarded, post free, to all who apply to Messrs. A. S. WATSON & Co., Hongkong.

Sanatogen can be obtained from Messrs. A. S. WATSON & Co., Hongkong, and all chemists

THE SUEZ CANAL'S FUTURE.

For so many years the Suez Canal has been the important link in the chain of communication between European ports and the Far East and South; that the public has somewhat forgotten (says Benedict Ginsburg, in the *Manchester Guardian*) the fierce rivalries and bitter struggles which surrounded its inception. Its securities, too, have become so respected in the international markets—being looked on as one of the highest and most progressive securities in the market that people generally may be rather surprised to learn that its rights and privileges are limited in time.

M. Ferdinand de Lesseps, the great French engineer, obtained his first concession for the construction of the Canal across the Isthmus of Suez from Said Pasha of Egypt on the 30th November, 1854. On the 5th January, 1855, a second concession was obtained, and in December, 1856, the Suez Canal Company was registered in Paris with a capital of £8,000,000 sterling in 400,000 shares of £20 each. Of these 176,602 were subscribed for by the Khedive, and it may be remarked in passing that it was these shares (whose coupons for many years had been disposed of by the then ruler of Egypt) which were purchased by the late Lord Beaconsfield for the account of England—purchase which has proved so immensely remunerative an investment. For not only have we made a very large monetary profit out of the transaction, but we have as a nation obtained a large share of the control of the Canal. This is, of course, important to us in view of the immense preponderance of British tonnage using the Canal. But at the same time—in view of the ridiculous which we threw upon the project in the early days and the opposition which we put forward to resist M. de Lesseps throughout his work—our position is good beyond our deserts.

In spite of British opposition the Canal was opened for traffic on the 17th November, 1869, about ten years and a half after the cutting of the first sod. In the forty years which have elapsed since the actual opening of the Canal an enormous amount of work has been carried out in order to increase the facilities which it affords for shipping and to suit it for coping with the vastly increased dimensions of modern ships. During the first six years of its existence, for example, its depth was but 26ft. 3in. and its bottom only 72ft. throughout its entire length. The Canal has not, of course, been constructed for the meeting of large ships throughout its entire length, but opportunity for meeting is offered at intervals by the provision of what are called "gares" where vessels can tie up while others pass them. At that time the gares were each about 1,100 yards long and were about 64 miles apart. By 1883 the depth had been increased by 20 inches, though this increased depth did not extend to so great a width as before. Seven years later this depth was provided over a width of 103ft., and the curves were considerably improved. The introduction of the electric light at the same enabling time increased the capacity of the Canal by needs to navigate it at night.

"Not enough open windows in England!" This is the statement recently made by an English medical woman. She complains that open windows are not "fashionable" enough that the English people are sitting these December days in bright houses, churches, theatres, railway trains; that nice little English boys and girls are horribly stupid at their lessons because the windows are all shut in the school-rooms.

During my visits to America, my conversations with Americans in England, and during long years' residence in England myself I have heard many complaints brought against the English, but I have never before heard them accused of being lacking in the desire—aye, the determination!—to have fresh air. Oh, the discomforts, the rheumatics, the chills down the spinal column, the numb hands and fingers, the chattering teeth, the blue lips and blue cheeks and the red nose I suffer most continually in the winter—all because my English friends are fresh-air flunks! They have no regard for the fact that coming back from America, the land of steam heat and hot-air furnaces, my present condition of chilliness is driving me into an early grave.

"Windows hermetically sealed!" exclaims the medical lady. "Where, oh, where are these windows? Can we recommend an hotel or lodging-house where I can find them? Mind you, I don't want them done up with sealing-wax, so that I can't open them at all for I always do have my bedroom window open all the five-long night, and I'm never afraid of 'night air' after I've once got comfortably to bed; but I should like to find a home with windows that can be tightly shut to keep out the draughts and fogs."

BATTING WINDOWS.

"Is there a window in London that doesn't rattle? Is there one which, even when closed with the brass fasteners, does not let in a hurricane that sweeps the draperies back and forth, strikes a sensitive spot in the back of my neck, and makes the fire grate almost a useless, extravagant affair? Why, there is enough fresh air coming down London's chimneys alone to keep the rugs all twirled up at the corners, scatter ashes about with wondrous swiftness, and shake us with soot and goms!"

Why are after-dinner speakers in England so slow-witted, dull, and listless? Why is there no enthusiasm at the English political meetings? This questions the medical lady. She says it is because there is not sufficient air in the public dining-rooms and halls, and that "vibrated air and dead-silence speeches are associated inevitably together." My own experience is that after-dinner speaking is dull in England (and many dinners are dull as well), because the speakers and diners are chilled through with draughts and insufficient fire that they are unable to open their mouths wide enough to talk to the point; they are feeling so uncomfortable that they can't be bright and shining and sparkling.

HEAT AND WIT. Why is it that everybody agrees that the most witty and brilliant after-dinner speaking in the world is over in the United States, and that this brilliancy is most especially noticeable during times of blizzards? It is because people are feeling comfortable. The rising sparkle of their thoughts is not chilled and cut off in the middle by cold blasts from open windows at their backs, threatening lumbago, sciatica, and a three-months' run of cold-in-the-head.

Why is it, I should like to know, that Englishwomen, who, during the months of May, June, July, August, and September, look absolutely fetching and dangerous in their low gowns, showing graceful necks, well-moulded, white arms, and such wonderful complexions, become absolutely different beings during the winter months? Observe the blueness of their lips, the awkwardness of their hands, the lack of swing and "liveliness" to their bodies. Note the carelessness with which they have dressed the crookedness of belts, the occasional button or hook unfastened to their bodies in the winter time.

There is nothing the matter with them, except that they are cold. They have dressed in cold rooms, and hence have harried over the rite which should be a sacred one to all women; and now, seated at the dinner-table, they are chilled to the bone. Two years ago this winter I accompanied an English woman visiting in New York to a small dinner in a steam-heated house. In London I had never happened to see her at dinner parties except in the winter, and I confess I had always considered her very plain and a bit stupid and utterly unattractive person. But in that steam-heated New York dining-room she blossomed forth into a hand-some woman, brilliant in conversation, and got three proposals of marriage in as many months.

CHILLED!

I have been walking along the street wherein are situated my London apartments and looking at the windows of all the houses in the neighbourhood. There is not a house that has not at least one window open in each of its rooms. Blinds are fluttering back and forth at the tops of the windows, or in curtains shifting in and out at the bottoms. Within the houses, porters, maid-servants are sweeping, dusting, washing dishes, with chattering teeth and hands

that, because of lack of good, warm circulation, are letting valuable china and bric-a-brac drop

per cent. in the earlier year to 12 per cent. in the latter will be given to the Government beyond 15 per cent. originally provided. The Government is further to have three seats on the Board, and is to have the benefit of an expenditure of £90,000 of the Company's money to aid in the work of deepening the channel in Suez Road, on which it is now engaged.

These are the important heads of the suggested arrangement between the two important interests concerned, but it is by no means settled that this convention will go through. The *Maltese Press* in Egypt is very much opposed to any arrangement for the prolongation of the concession. The Cairo correspondent of the *Frankfurter Zeitung* expresses his belief that England is thwarting the proposed arrangement in order to retain in her own hand the control of the Canal. This is, of course, entirely imaginary, but it is probable that if the concession be granted on the terms now under consideration the interests of the Egyptian Government in the existing Canal will be so great that it will be averse to the scheme for the making of a second and composite canal, and it may be remarked in passing that it was these shares (whose coupons for many years had been disposed of by the then ruler of Egypt) which were purchased by the late Lord Beaconsfield for the account of England—purchase which has proved so immensely remunerative an investment. For not only have we made a very large monetary profit out of the transaction, but we have as a nation obtained a large share of the control of the Canal. This is, of course, important to us in view of the immense preponderance of British tonnage using the Canal.

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments, ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINZESS ALICE" - - 10,911 - ON MARCH 23RD.

Capt. P. GROSCH.

"KLEIST" - - - 9,000 - ON APRIL 6TH.

Capt. O. PAHNKE.

"PRINZ LUDWIG" - - 9,630 - ON APRIL 20TH.

Capt. F. V. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended,

For Particulars, apply to

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from their insufficient grasp into fragments upon the floor.

At the corner of my street stands a man with long, scarlet, stupefied things looking like red snakes or immature sausages, calling out as he shakes them in the faces of passers-by, "Ere's yer saudhers! Keep the draughts out! Death in draughts! Keep 'em out!" Because of my rattling windows and the large cracks under my doors, I have bought a half-dozen of these horrors—turkey-red calico filled with sand or sawdust. The colour fairly screams in protest against the rest of my furnishings. I have covered them with modest silk. I don't like them even now, but still they are my best protection against the ill-fitted doors and windows of an average-built London house.—*Daily Mail*.

1. Authorised Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 14th August, 1909. [1028]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN INSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

SHIPPING.

ARRIVALS.

APCAR, British str., 2931, A. Stewart, 3rd Jan.—Singapore 28th Dec.

General—David Sassoon & Co.

CHOWTAI, German str., 1,115, E. Gatlmann, 1st Jan.—Swatow 2nd Jan., Rice and Wood—Butterfield & Swire.

EASTERN, British str., 3,600, W. G. McArthur, 2nd Jan.—Kobe and Moji 29th December.

General—Gibb, Livingston & Co.

FUKU MARU, Japanese str., 4,182, Y. Murakami, 2nd Jan.—Moji 29th Dec., Coal—Mitsui Bussan Kaisha.

HELENE, German str., 971, Jensen, 2nd Jan.—Toulane 27th Dec. and Hohow 1st Jan., Rice, General and Pig—Jensen & Co.

KENT, British cruiser, 9,800, G. C. A. Moresby, 2nd Jan.—Singapore.

KWANTUNG, Chinese str., 1,535, W. H. Lunt, 3rd Jan.—Shanghai 31st Dec., General—C. M. S. N. Co.

LINAN, British str., 1,352, C. C. Williams, 2nd Jan.—Shanghai 30th Dec., General—Butterfield & Swire.

POLYNESIEN, French str., 6,362, Broc, 3rd Jan.—Yokohama 25th, Kobe 26th and Shanghai 31st Dec., General—Messageries Maritimes.

RUN, British str., 1,618, E. W. Almond, 3rd Jan.—Manila 31st Dec., General—Shewan, Tonnes & Co.

SENEGAMBIA, German str., 2,345, Eckhorn, 3rd January—Shanghai 31st Dec., General—Hamburg-American Line.

SHINKOKU MARU, Japanese str., 3,635, K. Seiki, 2nd Jan.—Moji 28th Dec., Coal—Aikawa & Co.

DEPARTURES.

1st January.

ASCANIA, German str., for Haiphong.

OSCAR II, Norwegian str., for Saigon.

SEANGIEE, British str., for Amoy.

3rd January.

ANGHIN, German str., for Bangkok.

KIANG CHUNG, Chinese str., for Chinkiang.

SHAHSING, British str., for Canton.

SHIPPING REPORTS.

The Chinese str. *Kwangtai* reports: Mod.

N. W. Easterly gale experienced.

The Brit. str. *Arctoon Appear* reports: Mod.

N. E. monsoon from Singapore to Julian Shoal with light wind, fine and clear weather to about 250 miles of Hongkong. Then experienced strong N. E. monsoon and heavy seas.

The British str. *Eastern* reports: Left Moji

at 6 p.m. on the 29th December, and notwithstanding exceptionally bad weather made a short run to Hongkong of three days 21 hours and arrived at the Co.'s buoy at 3:30 p.m. on Sunday afternoon. In the Formosa Channel a heavy North East gale of wind with rough seas as met with, which continued to breakers Point, where the weather became fine to port.

VESSELS IN DOCK.

December 31st.

KOWLOON DOCK.—H.M.F.M.S. Rainha

Amelia, Hilary, Rio Lima, Robert Lebedy,

Hungkong, Hsin Kong, Pronto.

COSMOPOLITAN DOCK.—Jutepolys.

TAIKOO DOCK.—Wuhu, Manchuria, Kwei-

ting, Kusichow, Wenchow, Shantien, Koschi-

ching, Oscar II.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"WRAY CASTLE" 4th Jan.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 28th December, 1909. [140]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE STEAMSHIP

"DELHI."

Captain G. W. Gordon, R.N.E., carrying His

Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, the

8th January, 1910, at Noon, taking passengers

and cargo for the above ports in connection

with the Company's s.s. "MOHEA," 11,000

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all cargo for France and

Tea for London (under arrangement), will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London;

other cargo for London, &c., will be conveyed

via Bombay by the R.M.S. "DELHI,"

due in London on the 19th February, 1910.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 27th December, 1909. [141]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND

AMSTERDAM.

THE STEAMSHIP

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as

above about the 19th January.

For further particulars, apply to

JARDINE, MATHESON, & CO., LTD.

Agents.

Hongkong, 13th December, 1909. [103]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSELLES LONDON AND

ANTWERP.

THE STEAMSHIP

"PEMBROKESHIRE."

Captain R. Heyes, will be despatched as

above about the 23rd January.

For Freight or Passage, apply to

JARDINE, MATHESON, & CO., LTD.

Agents.

Hongkong, 13th December, 1909. [104]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	VEG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.,	On 8th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit str.	—	C. W. Watkins, R.N.E.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit str.	—	W. O. Tyers	JARDINE, MATHESON, & CO., LTD.	About 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEISCAVIA	Ger str.	—	Schwinghammer	HAMBURG-AMERICA LINE	To-morrow
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger str.	—	Bekhman	HAMBURG-AMERICA LINE	To-morrow
SCANDIA	SCANDIA	Ger str.	K. W.	v. Dolzon	HAMBURG-AMERICA LINE	On 15th inst.
INDIA	INDIA	Swed str.	—	Broc	MELCHERS & CO.	Middle of Feb.
POLYNESIEN	POLYNESIEN	Fren str.	—	A. Christianson	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
TANGO MARU	TANGO MARU	Jap str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 6th inst. at D'light
CANTON	CANTON	Dan str.	—	R. Hayes	HAMBURG-AMERICA LINE	About 5th inst.
KAMO MARU	KAMO MARU	Jap str.	—	K. Sato	JARDINE, MATHESON, & CO., LTD.	On 19th inst. at D'light
PEMBROKESHIRE	PEMBROKESHIRE	Brit str.	k. w.	F. Prosch	MELCHERS & CO.	On 25th inst.
AXI MARU	AXI MARU	Jap str.	—	P. Giurgevich	DODWELL & CO., LTD.	To-day
BEARILIA	BEARILIA	Ger str.	k. w.	Karlberg	HAMBURG-AMERICA LINE	On 19th inst.
BUELOW	BUELOW	Aus str.	—	J. Boyd	DODWELL & CO., LTD.	On 13th inst.
PERSSIA	PERSSIA	Brit str.	—	G. W. Eddy	CANADIAN PACIFIC R. CO.	On 29th inst.
VANDALIA	VANDALIA	Ger str.	—	T. Saito	NIPPON YUSEN KAISHA	On 15th Feb., at Noon
SUERIG	SUERIG	Brit str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 8th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	On 19th inst.
MONTEAGLE	MONTEAGLE	Brit str.	—	G. W. Eddy	TOYO KISEN KAISHA	On 21st inst. at Noon
INABA MARU	INABA MARU	Jap str.	—	T. Saito	BUTTERFIELD & SWIRE	On 26th Feb., at Noon
NIKKO MARU	NIKKO MARU	Jap str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 8th inst.
SEATTIE MARU	SEATTIE MARU	Jap str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 19th inst.
KOTO MARU	KOTO MARU	Jap str.	1 m.	G. W. Eddy	TOYO KISEN KAISHA	On 21st inst. at Noon
CHONGMING	CHONGMING	Brit str.	—	T. Saito	BUTTERFIELD & SWIRE	On 8th inst. at 4 P.M.
YATSHING	YATSHING	Brit str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
TOTOMI MARU	TOTOMI MARU	Ger str.	—	T. Saito	HAMBURG-AMERICA LINE	To-morrow
BRASILIA	BRASILIA	Brit str.	—	H. Regeger	MELCHERS & CO.	On 6th inst. at 4 P.M.
BUJUN MARU	BUJUN MARU	Brit str.	—	H. Regeger	NIPPON YUSEN KAISHA	On 21st inst. at Noon
LINAN	LINAN	Brit str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 17th inst. at Noon
ARBATOO APCAR	ARBATOO APCAR	Brit str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 14th inst. at Noon
DEVANHA	DEVANHA	Brit str.	—	M. Yagi</		

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DEVARAHA ...	About 7th Jan.	{ Freight and Passage.
	{ Capt. H. Powell ...		
LONDON VIA USUAL PORTS	DELHI	Noon, 8th Jan.	{ See Special OF CALL.
	Capt. G. W. Gordon, E.N.E.		
LONDON and ANTWERP	VIA SINGAPORE, PEN. SICILIA	About 12th Jan.	{ Freight and Passage.
	ANG. COLOMBO, PORT	Capt. C. H. Watkins, E.N.E.	
	SAIL and MARESSES	Jan.	
SHANGHAI MOJI, KOBE	NYANZA	About 15th Jan.	{ Freight and Passage.
and YOKOHAMA	Capt. H. S. Bradshaw, E.N.E.		
For further Particulars, apply to	E. A. HEWETT, Superintendent.		

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 4th Jan., 3 P.M.	
AMOY and SHANGHAI	TIENTSEN	On 4th Jan., Noon.	
CEBU and ILOIO	SUNGHLANG	On 5th Jan., 4 P.M.	
SHANGHAI	LINAN	On 6th Jan., 4 P.M.	
MANILA	ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY	CHANGSHA	On 8th Jan., 4 P.M.
MANILA	NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHINHUA	On 9th Jan., D'light
SHANGHAI	CHINHUA	TAMING	On 11th Jan., 3 P.M.
MANILA	CHENAN	CHENAN	On 13th Jan., 4 P.M.
SHANGHAI	ANHUI	ANHUI	On 16th Jan., D'light
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	SS. LINTAN		
	SS. SANUH		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried, REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5TH to 14TH FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Hongkong, 4th January, 1910. AGENTS.

TELEPHONE 36.

For Freight or Passage apply to— JARDINE, MATHESON & CO., LTD., Hongkong, 1st January, 1910. GENERAL MANAGERS.

14

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL	REMARKS
WEIHAIWEI, CHEFOO & CHINWANTAO	CHONGSHING	Tuesday, 4th Jan., Noon.	
SHANGHAI	YATSHING	Tuesday, 4th Jan., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Wednesday, 5th Jan., Noon.	
MANAN	MATSANG	Wednesday, 5th Jan., Noon.	
YOKOHAMA, KOBE & MOJI	LOONGSANG	Friday, 7th Jan., 4 P.M.	
FORE, PENANG & CALCUTTA	YUENSANG	Friday, 14th Jan., 4 P.M.	
YOKOHAMA, KOBE & MOJI	FOOKSANG	Friday, 21st Jan., Noon.	
FORE, PENANG & CALCUTTA	KIUTSANG	Saturday, 22nd Jan., Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jessikan, Tesselon and Labuan.

Telephone No. 216, Sul. Exch. 4.

For Freight or Passage apply to— JARDINE, MATHESON & CO., LTD., Hongkong, 1st January, 1910.

GENERAL MANAGERS.

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.	STEAMERS	FOR	LEAVING.
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 4th Jan., at 10 A.M.	"HAIYANG"	SWATOW	WED'DAY, 5th Jan., at 10 A.M.
Capt. A. E. Hedgins			Capt. Evans		
"HAIMUN"					
HAIHING	SWATOW, AMOY and FOOCHOW.	FRIDAY, 7th Jan., at 10 A.M.	Capt. W. C. Passmore		

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 1st January, 1910.

19

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GEN. GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Feb.,

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 11th December, 1909.

6

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Thuringia, Rated to all European North Continental and British Ports, also Trieste, Lipton, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DEVARAHA ...	About 7th Jan.	{ Freight and Passage.
	{ Capt. H. Powell ...		
LONDON VIA USUAL PORTS	DELHI	Noon, 8th Jan.	{ See Special OF CALL.
	Capt. G. W. Gordon, E.N.E.		
LONDON and ANTWERP	VIA SINGAPORE, PEN. SICILIA	About 12th Jan.	{ Freight and Passage.
	ANG. COLOMBO, PORT	Capt. C. H. Watkins, E.N.E.	
	SAIL and MARESSES	Jan.	
SHANGHAI MOJI, KOBE	NYANZA	About 15th Jan.	{ Freight and Passage.
and YOKOHAMA	Capt. H. S. Bradshaw, E.N.E.	Jan.	
For further Particulars, apply to	E. A. HEWETT, Superintendent.		

Hongkong, 4th January, 1910.

1

HAMBURG-AMERIKA LINIE,
Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMER	TONS	1 P.M. SATURDAY	Leaves
ARCADIA	7000	February 5	HONGKONG
ASSATE	7500	February 19	
DELTA	8000	March 5	
MACEDONIA 10500		March 19	
DEVANHA	8000	April 2	
ASSAYE	8000	April 16	
DELTA	7500	April 30	
DELHI	8000	May 14	

Further Particulars, apply to

Hongkong, 4th January, 1910.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

13

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

14

HAMBURG-AMERIKA LINIE,
Hongkong Office.

15

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

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HAMBURG-AMERIKA LINIE,
Hongkong Office.

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